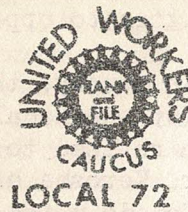


FIGHTING TIMES



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WHY JEEP WORKERS VOTED NO

HOLY TOLEDO-UAW 12 REJECTS!

If anyone in Kenosha would have tried to bet money that Local 12 in Toledo would turn down the new contract, people would have wondered about his sanity. The media and the UAW International were also sure that Toledo would ratify, but as one Local 12 steward said, "everybody forgot to see what the Jeep workers thought."

In a stunning upset, the Jeep workers showed what they thought of the concessions with a vote of 1,530 No and 1,309 Yes. Because the ground-rules set down at the start of negotiations said the pact had to be passed by both Toledo and Kenosha-Milwaukee, the Toledo vote shoots down the whole agreement. Now it is back to the drawing board for AMC and the UAW International to try and figure out a way to get the package ratified.

From all indications, it looked like the only place where the contract might be rejected was here in Local 72. The lack of job security provisions in the contract was the biggest problem in Kenosha. In a tough choice either way, the pact

squeaked through with a 52% margin.

But in Toledo the people voted it down by about 54%. Sources within the steward body at the Jeep plant shed some light on why the plan was rejected there. First, it appears that job security is not as big of an issue in Toledo as it is here. There are less layoffs, and those laid off do not have as much time as our laid off members do. With the start up of the XJ Jeep only months away the prospects for recall look fairly good. Just prior to the voting, word got out that Jeep had won a government contract for 50 to 80,000 units to be built in the next few years. Also there has been a recent production increase of 75 units per day.

Workers at Jeep who voted No also resented and did not believe threats from the company and union leadership that the XJ Jeep would not be built in Toledo if the contract was rejected. They can see the retooling going on in the plant and they didn't believe that AMC will stop halfway through the project. In fact

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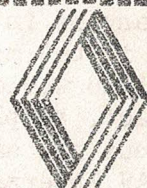
HOLY TOLEDO!

the company recently announced that the plant will be down the month of June so the Trim shop can be moved out to the Stickney Ave. plant to make room for the XJ. So all in all, those who voted No felt they had nothing to gain by letting AMC have their money.

The shaky repayment formula also was objected to. The membership was reportedly also unhappy with the fact that the paid days off they were giving up were holidays such as Memorial Day and the 4th of July.



MONTH LONG STRIKE AT FRENCH RENAULT PLANT



While AMC big shots like VP for Industrial Relations, Dick MacCracken were "very disappointed" by the contract rejection in Toledo, Renault big shots in France must have been "very, very dissappointed" by a recent month long strike there.

The strike took place at the Flins plant just outside of Paris which is one of Renault's showplace facilities. The strike started in late March when 700 fork lift drivers

The strongest No vote came out of the Body Shop where about 500 of 550 voted No. The Committeeman from that area was the only one on the Executive Committee to oppose the pact.

For the first time in memory, the company can't single out one Local as a problem. Brampton refused to participate altogether, Kenosha had a 48% opposition and Toledo voted it down. The whole process proved that no one Local is a pushover that will get down on its knees and beg AMC for work.

walked off their jobs at the huge assembly plant. The drivers were objecting to a new classification system that they felt was unfair to them.

The strike then spread to 2,000 assembly line workers who also walked off their jobs to protest the new classification. Renault officials said production of 30,000 R-5(Le Car) and 181 sedans was lost due to the strike.

RUBBER WORKERS REJECT CONCESSIONS

Despite the continuing recession, in the automobile and related industries, not all unions are taking concessions. The United Rubber Workers (URW) for one decided that 1982 was the time to draw the line to givebacks. While concession contracts make page one news with ban-

ner headlines, a back page article in the Milwaukee papers reported on the new URW pact. The new contract retains cost of living allowances which are expected to yield about \$2.44 an hour in wage increases for rubber workers over the next 3 years.

EQUALITY OF SACRIFICE ???

"Salaried, Executives Affected-- EQUALITY OF SACRIFICE ASSURED," read one of the banner headlines in the UAW highlight sheet on our new contract. It sounds great, but if the new Renault offices at Lakefront are any indication, top management doesn't want to go too far with the concept.

According to sources at Lakefront, the newly refurbished offices for top plant management are "as plush and luxurious as the lobby of the finest hotels in the country." The original budget for the office renovation in Building 175 at the Lakefront was a measly \$750,000. But when that sum couldn't get the job done, the budget was reportedly upped to over \$1 million.

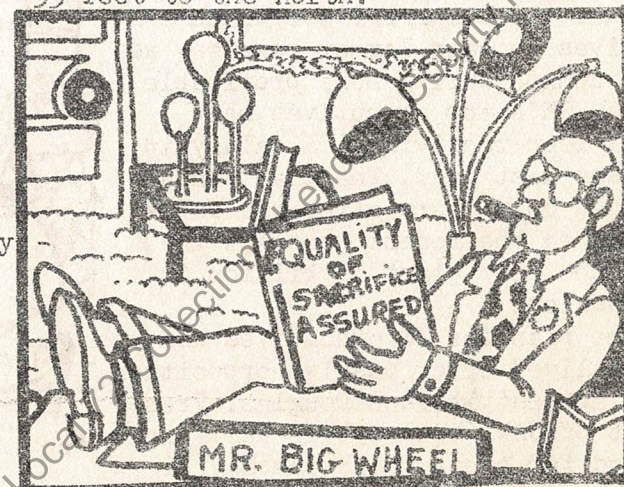
But, who are we to suggest cutting corners when the barest necessities are involved. After all, why should Mr. Sandona, top dog for Renault production, have to share office space upstairs, as the original blueprint called for. Why upstairs when he could easily avoid the inconvenience and the walking, by locating downstairs as was done. When the original wood paneling didn't measure up to Mr. Sandona's tastes, no problem, it was stripped out. And of course who are we to criticize AMC/Renault for buying a popcorn machine to use on a one time basis to shoot stucco onto Mr. Sandona's walls to replace the obviously tasteless wood paneling. Of course when it came to the corridor, we think Mr. Sandona showed flawless taste by covering over the painted walls with wood panelling.

Although exact figures are not available, word has it that each

roll of wallpaper for the upstairs offices in Building 175 cost around \$47.50 a roll.

Another inconvenience that wasn't anticipated in the \$750,000 original budget was suffered by the new Superintendent of Quality Control, Dick Lough. Any man important enough to be lured away from Volkswagen shouldn't be degraded his first days on the new job at AMC. When it was discovered that one of Dick Lough's subordinates with less authority had the same size office on a different floor, the company did what was right and proper. They tore down the wall in Dick Lough's office and rebuilt it to enlarge his office to the size appropriate to his status.

Let no one think that any expense was spared for Renault offices in 828 Final Assembly. After the new office was already framed and attached to the old production office, someone decided that it didn't suit his tastes. What could be simpler than bringing the carpenters in on Saturday overtime and rebuilding it 35 feet to the north.



AMC CORPORATE SALARY INCREASES CORRECTION: MEYERS WILL NOT GET \$385,000 PER YEAR

Fighting Times would like to apologize to all of our readers and especially to ex-AMC Chairman Gerald Meyers and his family for a mistake in our February '82 issue. At that time we incorrectly reported that Meyers would be getting \$385,000 per year for the next 3 years even though he no longer works for AMC.

A story in the March 29 issue of Automotive News brought out some updated figures and Fighting Times stands corrected. Meyers will be getting \$435,000 per year until his contract expires on December 16, 1984. Two years from now, when Gerry hits 55 years of age, he will be eligible for full benefits under the company's "Supplemental Pension Plan."

Other top AMC executives are also doing pretty well judging from their

GM WORKERS OPPOSE SALARY INCREASES

GM workers were outraged recently when GM officials announced a plan to make it easier for corporate executives to earn larger bonuses, as were common during more profitable years. GM's top executives had still been receiving 18% salary increases last year. The plan was announced only hours after the UAW & GM signed the recent contract that gave the auto giant \$3 billion in concessions.

The plan for GM executives was short lived after massive opposition grew against it. Don Douglas, President of UAW Local 594 in California called for protests at the May 21 stockholders meeting and a strike of all GM operations on that day.

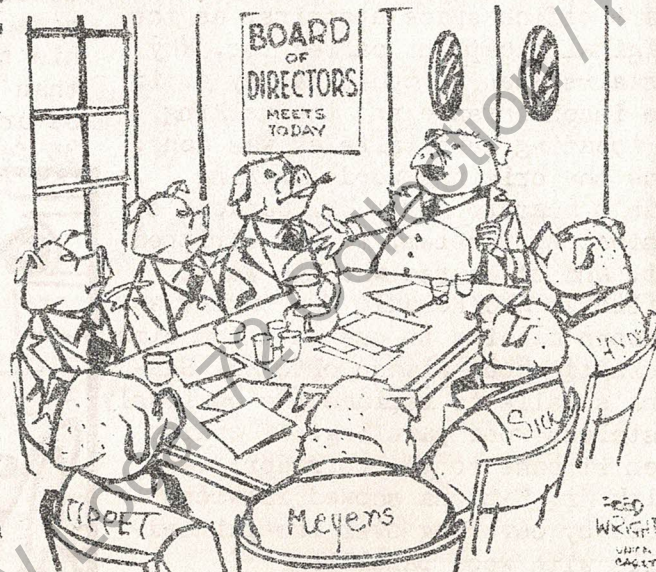
1981 salaries. In fact, the top 35 men in the company received a total of \$3,368,670 last year. Plus, Roy Chapin, another retired AMC Chairman will be getting a raise this year from \$50,000 to \$100,000 per year.

No one should feel sorry for the new Chairman, W. Paul Tippet, either. For 1982, his base salary will be raised 20% up to \$330,000.

Here is a list of what some of our fellow employees received from the company last year.

GERALD MEYERS--EX CHAIRMAN	\$453,303
PAUL TIPPET--PRESIDENT	\$286,692
LAWRENCE HYDE--PRES. AMGEN	\$195,000
A.K. EBERSOLE--V.P.	\$166,670
J.M. LEPEU--V.P.	\$170,000

(SOURCE: AUTOMOTIVE NEWS AND AMC SHAREHOLDERS PROXY STATEMENT)



"We're not seeing ourselves as the workers see us..."

CARPAL TUNNEL SYNDROME... DEAR FIGHTING TIMES

I read your very informative article describing carpal tunnel syndrome. I have been a victim of this work-related disease since early 1975. I've had surgery on both hands and still suffer numbness and pain from different types of repetitive motions. Even though AMC paid me Workman's Compensation at the time of the surgeries it seems as though they never miss the opportunity to belittle me because of the weakness I have as a result of this problem. When placed on a job that requires repetitive forceful grasping and pushing this problem flares up and is agonizing. Several times I have had to take sick-leaves from work to rest these damaged nerves in my hands and give them time to heal and regenerate.

Management seems to think that I enjoy this situation. They shrug their shoulders, roll their eyes and act disgusted with me. I even had one foreman who referred to me as "another cripple, what am I supposed to do with her?" I would just like to tell AMC management a few things. You had better do the right thing with me. Give me a job fit for a human being. Supply me with the proper tools for my job. Have your I.E. men set up realistic time studies that take into consideration that I not a machine. You can't send me to the crib for repair! You are responsible for this happening many times over, accept this and do something about it. Don't harass me, I'm the real victim, not you!

CTS VICTIM

CARPAL TUNNEL SYNDROME INFO AVAILABLE FROM UAW

EDITORS NOTE: The latest issue of UAW-AMMO pointed out that the UAW has several articles on CTS and related injuries that may be of interest. If you would like more information on CTS write to the UAW Health & Safety Department, 8000 E. Jefferson, Detroit MI., 48214.

CHRYSLER GOING AFTER HEALTH BENEFITS

The Chrysler corporation is once again proving that they believe that the back door should be wide open now that the UAW has opened the front door to concessions. In testimony before a Congressional hearing Lee Iacocca targetted Chryslers \$325 million a year health benefits costs for substantial cuts. "I'm going to attack it and the union knows it," he said. Iacocca claimed that Chryslers health care costs come to about \$325 per car.

The Chrysler Chairman made his

statement in advance of talks on a new contract to replace the current 3 year agreement that expires on September 14. According to the April 23 Wall Street Journal article that reported on Iacocca's remarks, health care costs could be a big issue in the Chrysler contract. "In the auto industry, previous suggestions for curbing health care abuses have involved requiring workers to pay for part of their benefits through deductibles and shared liability provisions."

GM CONTRACT: ONE STEP WORSE THAN FORD

The March issue of *Fighting Times* printed an extensive letter dealing with the rotten terms of the Ford contract. We will not reprint all the details of GM settlement which basically followed the Ford pattern, but we will outline a few items that were one step worse than Ford.

REOPENING LOCAL CONTRACTS?

The contract gives General Motors the right to open local negotiations whether local Unions want to open their agreements or not. These negotiations are authorized by a letter in the agreement which states: "Over the years for a variety of reasons a number of practices and agreements developed which now adversely impact operations and the

job security of the employees involved. It is evident that in today's intensely competitive environment some of these agreements and practices unnecessarily increase costs, affect employment opportunities and reduce efficiency."

The letter further provides that if your local doesn't reach agreement within 60 days, unresolved issues will be referred to the GM department of the union and to corporate labor relations who will "assist" the local parties in reaching an agreement.

Taking into account the International's track record regarding concessions, you can imagine just how helpful they will be.

ATTENDANCE PENALTIES

Employees who are absent more than 20% of the days they are scheduled to work, will lose the same percentage of their fringe benefits. Reductions will affect sick leave benefits, SUB, holiday pay and jury duty pay. reductions will affect sick leave benefits, SUB, holiday pay, vacation pay, PAA, bereavement pay and jury duty pay.

Attendance calculations will be based on all absences, including time off on sick leave, PAA and time excused for any reason. The only exception will be for major illnesses such as heart attacks, strokes and major surgery.

DOUG FRASER: TOUGH TALK (IN JAPAN)

Right on the heels of bargaining "historic" giveback contracts at Ford, GM and AMC, UAW President Fraser was off to Japan. While he was there he attended the International Metalworkers Federation conference in Tokyo. Over there, Doug issued some mighty militant sounding statements on behalf of Japanese autoworkers.

After conceding \$9,000 each in wages and benefits for U.S. autoworkers, Fraser blasted Japanese firms for underpaying workers. He called on Japanese workers to fight for higher wages. Doug was all for higher wages---in Japan.

Also, at the same time that many Ford, Chrysler, and GM plants are continuing to work mandatory Saturdays and 58 hour weeks with 250,000 UAW members in auto laid off, Doug sounded off about overtime. He sponsored a resolution which called for equalizing the work week and eliminating overtime for autoworkers around the world.

Too bad Doug doesn't apply his good ideas about higher wages and less overtime here in the U.S.!

FIGHTING TIMES INTERVIEWS LOCAL 1866 COMMITTEEMAN OAK CREEK GM PLANT REJECTS CONTRACT

UAW Local 1866 at AC Spark Plug in Oak Creek recently voted to reject the GM national contract with a 67% NO vote. There were 500 NO votes and only 228 YES votes in the balloting on the concessions contract. Because the contract passed nationally by a slim 52% Yes vote, the Oak Creek local will be subject to its terms for the next few years.

The entire shop committee with the exception of the chairman recommended a NO vote. (Their shop committee is similar to our Executive Board.) *Fighting Times* conducted an interview with a member of the Local 1866 shop committee.

FT: Do you believe that GM is actually hurting and needs UAW mem-

LOCAL 1866 REP: GM made money this year. The International UAW told

us that GM had a backlog of 200 days worth of unsold cars. But, "Wards Automotive" reported that the supply was only at 59 days. I don't believe that GM is really hurting.

FT: Do you believe that the UAW was right in helping GM?

LOCAL 1866 REP: This time GM didn't even claim that they were going to use the concessions to lower prices for the consumers. Nothing in the package will help our plant in Oak Creek. In fact, no one at our plant has over 10 years seniority--so programs like the Guaranteed Income Stream won't even apply to us.

FT: Will the new contract aid your laid off members?

LOCAL 1866 REP: No way---we have 600 members on indefinite layoff. The new contract won't bring one of them back to work. Giving up

the PPH days might even mean more layoffs.

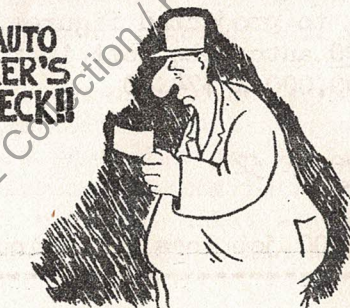
Worse yet, most of our laid off members have less than 5 years seniority; under the "improved" SUB plan, most of them will be using up 10 credits per SUB check. This will mean only a few SUB checks for them. Big deal.

FT: Will the new contract hurt you locally?

LOCAL 1866 REP: Most definately yes. Under the new contract language on sub-contracting GM can now pick our pocket locally. Before, locals could not underbid the national economic agreement. Now local management at AC has already told us that another UAW shop in Ohio, Walker Mfg., can produce the same catalytic converter as we do for \$35 a unit. Under the new contract, we have 60 days to come up with a cheaper price locally or GM can outsource to Walker. To me that isn't unionism.

@WHAT IS SMALLER, HAS FEWER EXTRAS, IS MADE IN DETROIT, AND IS EXPECTED TO GO FARTHER ON LESS THAN IT USED TO?...

D. AN AUTO WORKER'S PAYCHECK!!



WHAT IS C.E.R.P.? ANSWER TO TECHNOLOGY?

Ever since a truck driver from UAW Local 598 devised a plan to respond to the massive increase in automation in the auto industry, C.E.R.P. chapters have been emerging in UAW locals across the country. C.E.R.P. maintains that the new technology being introduced should serve as the funding mechanism to save our jobs from being lost to automation. C.E.R.P. stands for C = cost of living for retirees, E = earlier, R = retirement (a gradual, steady drop in years needed to retire) and P = paid personal holidays. The C.E.R.P. program calls for a permanent negotiated percentage of lost wages (due to new technology) into the COLA for present retirees, funding for early retirement and paid personal holidays (casual days) all of which would create jobs as more and more could afford to and are eligible to retire. Jobs would also be created by the increased number of casual days.

C.E.R.P. FUNDING

AS JOBS ARE LOST TO TECHNOLOGICAL CHANGE A PERMANENT PERCENTAGE OF LOST WAGES WOULD BE FOLDED INTO C.E.R.P.

Average hourly wage including benefits	=	\$18.64
10% folded into C.E.R.P.	=	\$ 1.86
X 40 hours or 1 week	=	\$74.40

According to projected figures, there will be 500,000 auto jobs lost in the next ten years. $500,000 \times \$74.40$

	=	\$37,200,000 (per week)
\$37,200,000 X 52	=	\$1,934,400,000 (per year)

(The 500,000 job loss is obviously based on the industry as a whole) **8**

C.E.R.P. also calls for new union committees to monitor automation and says that introduction of new technology should not be automatic but subject to union negotiation and veto. Also all jobs created by technology should become union jobs, filled by union people retrained by the companies. All future skilled trades recruitment would come from the rank & file according to the C.E.R.P. plan.

During this period when so many of our union leaders are quick to offer concessions it's refreshing to find legitimate, workable plans to move our Union ahead instead of backwards.

Anyone seeking more detailed information on C.E.R.P. can contact the United Workers Caucus or write to: Mike Westfall (C.E.R.P. Committee Chairman) U.A.W. Local 598
G - 3293 Van Sylke Road
Flint, Mich. 48507

WANG VETOES WEATHER DAY

On April 6, we all woke up to face what weather experts called the worst spring snow storm in history. While some people were able to dig out their cars after considerable effort in the early morning and make it in to work, others found it impossible to make it in that day.

Absentee rates ran high that day, with over 100 people missing at start up time in 838 alone. But it wasn't just Local 72 members who couldn't make it through the drifts. Early in the morning, the company ran out of clear glass and put solex windshields in every car. The vendors from Michigan had trouble getting through and every car ran down the line with no emergency brake cables.

When the company sent most lines

home in 4 hours everyone figured that the snow was an "Act of God" and short work week would be paid for that day. Instead, the company put WOP on the cards of those who didn't make it in and claimed that they sent everyone home because of "excessive absenteeism." That way they denied everyone short work week pay.

Nor did an avowed atheist like WANG consider the snow an "Act of God." Not more than a week later, an employee in 838 got WANGed by the attendance computer with a written verbal warning for being absent on the snow day. When asked why he was being written up for missing on the day of the "worst spring storm in history," the company replied that WANG did not consider it an inclement weather day.



RENAULT TO SPEND \$440 MILLION FOR MEXICAN ENGINE PLANT

In the May 3 issue of Automotive News, which came out a few days after Local 72 members voted on the new contract, some important news about Renault was reported. An article which originated from Durango, Mexico, told of Renault's plans to invest \$440 million in that city for a 4 cylinder engine plant. The new Renault engine plant will have a capacity to produce 250,000 4 cylinders per year.

Most of those engines will be shipped to Kenosha for the Alliance, although some will be used in Mexico for the Mexican version of the Alliance.

It is interesting to note that as of January of 1982, Renault's total investment in AMC was \$350 million, while one engine plant in Mexico is going to cost \$440 million. For the \$350 million spent in AMC, Renault got access to all AMC plants, a skilled workforce, plus a dealership network with 1,535 outlets as of April 1, 1982.

In return, Renault has no responsibility for our pension plan or for repayment of the Employee Investment Plan as it was negotiated.

No wonder they don't want to put any more money into AMC if they don't have to---they would rather spend it elsewhere around the world.

DIES LEAVE 808 FOR LOW WAGE UAW SHOP IN S. BEND

A few months ago, AMC quietly packed up the dies for the Concord $\frac{1}{4}$ panels and shipped them out of 808. The company claimed that the $\frac{1}{4}$ panel dies and the 35 jobs that went with them had to leave the plant to make room for new Renault dies. They said the work would come back when and if there was room.

When the work left Kenosha it was not even sent to the press room in Milwaukee. Instead the dies were shipped to a place called Allied Products in South Bend, Indiana. Allied, which is housed in the old Studebaker stamping facility in South Bend makes other stampings, including Mercury Cougar decklids besides the AMC $\frac{1}{4}$ panels. The pay

for a press operator is \$7.86 an hour in this UAW shop. In a phone conversation with a union official at Allied, we learned that not only do UAW members there earn about \$4 an hour less than we do, but they also have no SUB pay, no Paid Absence Allowance and no pension plan.

We don't even have to worry about the corporations shipping work overseas when they can go to UAW plants like Allied with substandard contracts. You can bet that any concessions that workers at the Big 3 or AMC are forced to take will be more than matched, with the full blessing of the UAW International at places like Allied.

130 GRIEVANCES IN 1 WEEK IN 836... FOREMEN STILL WORKING

A big deal was made in the contract talks about too many supervisors. Not only did no supervisors get laid off as a result of negotiations, but the problem of foremen working on union members jobs is still with us.

In the last issue of Fighting Times, we reported that IE wanted to cut 10% of the jobs out of 836. When they actually got around to cutting the jobs, they found that there was no way they could get rid of a full 10%. But, they did cut out so many jobs that some areas can't run without the foremen jumping in and working.

In one week alone, 130 foremen working grievances were filed in 836 alone. The story was the same for a time in 837 when 60 foremen working grievances were filed in a two week period.

When the foremen in 836 do stop working for a time because of pressure from the union, the repair hole fills up in no time.

As usual, the company would rather break the contract and then have to pay out thousands of dollars in foremen working grievances than put some laid off people back to work on the line so it won't be necessary for the foremen to work.

SICK-LEAVE BENEFITS BEING DENIED DEAR FIGHTING TIMES,

Many people are not aware of AMC's new sick leave policy. I have been under a doctors care and on sick leave. I filled out all the proper papers as did my doctor. However, three weeks ago AMC's insurance carrier sent me a letter stating that they were sending me to a doctor of their choice, paid for by them, for a medical evaluation. The letter stated the time & date of the exam and went on to explain that if this appointment was missed, for any reason, that it would not be rescheduled and that my sick leave benefits would stop on that date. I hadn't heard of this before but I welcomed a second opinion and kept my appointment.

At this point I must tell you that my health problem is neurological. I have been under treatment by a neurologist here in Kenosha. He has helped me considerably and I am looking forward to being released for work when he feels that I am sufficiently recovered.

Upon arriving for my exam by this second doctor, you can't imagine my frustration and confusion when I was hurried through this clinic in less than 15 minutes. The doctor merely tested my reflexes and informed me that he felt I could return to work. He couldn't even look me in the eyes. It was so obvious that the doctor was just doing what the insurance company paid him to do that I think he was actually embarrassed.

One day later I received a letter from the insurance company that I must report to AMC within 3 days and that my benefits had been stopped as of the day of the appointment.

At this point I was really confused. Naturally AMC medical unit couldn't allow me to return to work without a release from my doctor & my doctor said I couldn't return yet because of my condition. Yet the insurance company said they would not pay me my benefits!

I contacted Local 72. They told me to report to Ken Sorenson, who told me that in order to continue collecting my benefits I must agree to see yet another doctor, chosen by the company and the Union. At this point I think I am being railroaded out of my benefits! This 3rd doctor will have the final say. If he feels that I could have returned to work earlier, the company can make me pay back my sick leave benefits.

I really don't know what right the company has harassing me this way. Since my last day of work I have had several conclusive tests done. I have spent 10 weeks under hospital care and I've received several painful injections. I have seen my doctor regularly, never missing an appointment. What the hell does AMC want anyway? Can you guess?

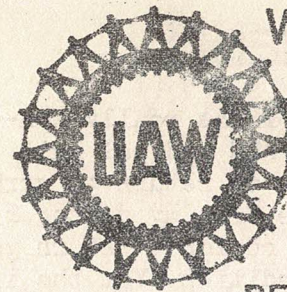
Fed Up

p.s. I'm willing to fight back - but what's left for me to do?

SEND LETTERS TO:

FIGHTING TIMES
P.O. BOX 1571
RACINE, WIS.

53403



WHICH WAY FORWARD FOR THE UNION

TWO UAW LEADERS
PRESENT AN ALTERNATIVE

HEAR:

PETE KELLY, A UNIT CHAIRMAN UAW 160
BOB WEISSMAN, PRESIDENT LOCAL 122



Both Pete Kelly of UAW Local 160 and Bob Weissman of Local 122 were leaders of the recent fight against concessions at Ford and GM. They were instrumental in forming a group called Local Against Concessions (UAW-LAC) that tried to coordinate the anti-concessions forces within the UAW.

Both Kelly and Weissman have devoted many years to truly representing UAW members and their families. Kelly who is currently the Chairman of his Unit in Local 160 and Weissman who is President of Local 122 have been elected officials in the UAW for many years. In those positions and as UAW convention delegates they have been outspoken critics of the auto corporations and of the UAW International policy of union/company cooperation. These two leaders present an alternative program to move the UAW forward.

The biggest issue at AMC has been

and continues to be job security. With the present leadership of the UAW International job security has been hard to achieve. After all, with top leaders like Ray Majerus staying in \$300 a night suites in hotels like the Hyatt Regency in Milwaukee it is difficult for them to even begin to understand the problems we face in Kenosha.

Both Pete Kelly and Bob Weissman believe in different programs and different lifestyles for UAW International leaders.

Kelly and Weissman will be traveling to Chicago to meet with Region 4 members on Saturday May 22 and they will be in Oak Creek to speak with Region 10 rank and filers and Local leaders on May 23.

So if you are looking for an alternative to givebacks and concessions, plant closings, jobs going overseas, and the corporations running roughshod over the union-- then you'll be interested in hearing from Brothers Kelly and Weissman.

WHEN: SUN. MAY 23 AT 1 PM

**WHERE: CLIFFORDS BAR IN OAK CREEK ON
HOWELL AVE. ACROSS FROM AC/DELCO
3 BLOCKS FROM REGION 10**

FOR RIDES: CALL 652-8707 OR 633-5178

PROGRAM FOR UAW MEMBERS AND FAMILIES